

THE WRANGELL SENTINEL

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WRANGELL, ALASKA, THURSDAY, AUGUST 19, 1920

PRICE TEN CENTS

First Planes From States Arrive in Alaska Saturday

Aerial Trail Blazers to the Far North Fly From Hazelton to Wrangell in Two Hours and Twenty-seven Minutes.

Saturday, August 14, 1920, Will Go Down in History as One of the Great Moments in History of the Northland

Capt. St. Clair Streett and His Daring Companions, Undaunted by Previous Difficulties, Arrive in Fine Spirits, and Receive Enthusiastic Welcome

The arrival on Alaskan soil near Wrangell of four army airplanes from New York at 4:08 Saturday afternoon was a history making event, the significance and importance of which will be more fully realized and appreciated in future years than at present.

The Mayor Declares a Holiday

When it became known that the airplane squadron was expected to arrive Saturday afternoon Mayor Grant declared a holiday. Flags were hoisted over the principal buildings of the town. Early in the forenoon the blowing of the mill whistle and the ringing of bells gave the signal that it was time to put out the cat and start for the landing field. The town of Wrangell was soon deserted of its population. All during the forenoon small boats were leaving for the landing field on Sergeif island. At noon the Barrington Transportation company's Hazel B No. 3, which is so popular with Wrangell people left the City float having in tow a big scow and both boat and scow loaded to the limit with passengers.

No one seemed to expect the planes to arrive before 2:30 p. m., but after that time there was much watching, and several times distant specks of cloud caused excitement for a minute or so and then disappeared. No message had been received at Wrangell stating that the flyers had actually left Hazelton, and at 4 o'clock people were beginning to get restless and say they did not think the planes were coming that day.

Planes Are Sighted

Just as one family were getting ready to go back to their gasboat someone shouted, "There they come!" at the same time pointing in the direction of Wrangell. No one had any difficulty in seeing the approaching planes and all was excitement. Sergeant W. W. McLaughlin hastily lit a smudge and by that time the buzzing of the machines in the air could be heard.

Plane No. 4 the First to Land

The planes circled around over the island several times making

an observation of the landing field. Lieutenant Ross Kirkpatrick of Plane No. 4 gave the spectators a real thrill when he made a pass by the crowd only a short distance in the air going 60 miles an hour. He then made a wide circle slowing down as he went, and upon again reaching the field he first touched ground only a few feet in front of the crowd. The machine stopped very shortly after first touching ground.

The other three planes made their landings in quick succession and in seven minutes from the time Plane No. 4 first touched the ground all four planes were safe on terra firma. Plane No. 1 with Captain Streett aboard was the last machine to land.

On this trip Captain Streett has always been the last one to land and the last one to take off.

Plane No. 4 has made the first landing at each stop and has also been the first one to take off from each field.

Moving Pictures Taken

Richard Suratt, representing the Fox News Agency was on the field with a moving picture camera and secured some excellent pictures which will be on the screen in New York and other eastern cities within two or three weeks.

Rev. H. P. Corser and Mr. J. E. Worden both took pictures for outside metropolitan newspapers. Kodaks were everywhere in evidence, and among the large number of snapshots taken were some splendid pictures.

Daring Feats by Nelson and Long

The field was wet from the recent rains, thereby causing danger of the planes overturning in landing. On this account all the machines were stopped in less than the normal time after touching ground. For the purpose of steadying the planes while landing Lieutenant Nelson and Sergeant Long both performed daring feats by climbing out of their cockpits and riding to earth on the tails of their planes.

The Mayor Extends Congratulations

As Captain Streett alighted from his machine Mayor J. G. Grant stepped forward and shook hands with him, at the same time

congratulating him upon the safe arrival of the air squadron on Alaskan soil. Captain Streett then introduced Mayor Grant to the other aviators.

A Souvenir From Gotham

Captain Streett delivered to J. W. Pritchett a large envelope addressed to "Editor, Sentinel, Wrangell, Alaska." On the lower left hand corner was written the following: "This envelope contains a copy of the New York Times delivered by Captain St. Clair Streett, U. S. Army, New York to Nome, Alaska, Aero Expedition." The copy of the Times enclosed was found to contain an advance story of the transcontinental flight and was published on the morning that the aviators took off from Mineola field.

After landing, the aviators lost no time in getting to work on their planes, oiling them and replenishing the supply of gasoline. It was after dark before the flyers tied their machines down and left them for the night. Arriving in Wrangell the aviators found a course dinner awaiting them at the hotel.

Congratulatory Cablegrams

At the close of the dinner Mayor Grant requested J. W. Pritchett, editor of the Wrangell Sentinel, to read two cablegrams. They were as follows:

[From the Governor]

Grant, Mayor, Wrangell.
Had hoped to get to Wrangell to greet Army aviators, but find I am unable to leave. Express my welcome and the welcome of the Territory to Captain Streett and his daring companions, and wish them every success in their trip to Nome.
RIGGS, Governor.

[From the Mayor of Juneau]

J. G. Grant, Mayor, Wrangell.
Please extend on behalf of the citizens of the Capital City of Alaska a hearty greeting to the gallant aviators who are making their entry into Alaska through your city and a cordial invitation to fly over our city and Gastineau channel where six thousand Alaskans are eager to see their flight.
R. E. Robertson, Mayor.

Streett Promises to Fly Over Juneau

Captain Streett authorized Mayor Grant to inform Mayor Robertson that he would be greatly pleased to grant his request, and that he regretted that it would not be possible for the planes to make a landing at the Alaskan capital.

Thinks Worst Part of Flight is Over

Captain Streett then made a few remarks expressing his great satisfaction at landing on Alaskan soil. He said he most sincerely appreciated the kind words he and his companions had received since their arrival, but that he did not feel that any praise was really merited until they had reached Nome. He said that ever since landing here he had felt himself in an atmosphere of friendliness, and that it was perhaps the result of the good will and encouragement of the people of this town of the far north that he now had the feeling that the worst part of the flight was over and that the remainder of the trip would be down hill. He was positive that a coast hydroplane service is entirely feasible and would prove of incalculable benefit to Alaska.

Praise for McLaughlin

Lieutenant Ross Kirkpatrick said that the biggest boon they had had since leaving New York was Sergeant W. W. McLaughlin of Wrangell. Other officers applauded at the mention of Sergeant McLaughlin's name. As an advance officer of this special aero

expedition Sergeant McLaughlin was a huge success. He made all arrangements beforehand and anticipated every possible requirement.

U. S. Cable Out of Commission

Sunday morning the aviators left the Wrangell hotel early for the field on Sergeif island. The weather was not altogether favorable here. Unfortunately the cable was out of commission between Juneau and Skagway. Sergeant W. W. McLaughlin of the U. S. Signal corps did everything possible to get into communication with Whitehorse by radio via Cordova, Fairbanks and other points, but all his efforts were in vain.

Take-off Postponed Till Monday

After waiting until noon trying to get a report on the weather conditions at Whitehorse, Captain Streett announced that the flight to Whitehorse would not be undertaken until the next day.

Early Monday morning the flyers left the hotel again for the field on Sergeif island. Owing to heavy rains last week the field was not in the most satisfactory condition. At 11 o'clock Captain Streett went up in Plane No. 1 to take a look at the weather. After flying high for a few minutes he considered the weather all right. He could easily have signalled this fact and have set out for Whitehorse, but he preferred to land again and see his companions off safely before he left. Upon landing he announced that the planes would undertake to hop off at 12 o'clock.

Three Planes Get Away

At 12:07 Plane No. 4 made a successful take-off. Plane No. 2 then undertook to take off and skidded into a slough. Only very slight damage resulted, but there was necessarily some delay.

Lieutenant Ross Kirkpatrick, piloting Plane No. 4 circled over the field while waiting for his companions. After being in the air 23 minutes he started out on the flight north alone, leaving at 12:30. At 1:32 Plane No. 3, piloted by Lieutenant C. H. Crumrine, made a successful take off. Two minutes later Plane No. 2, piloted by Lieutenant Clifford C. Nutt, made a good take off.

Captain Streett then attempted to take-off. His machine skidded into a slough, breaking a propeller. That meant that he would not get away that day. Mayor Grant and others took their coats off and placed themselves at Captain Streett's orders. The machine was rolled back to a solid place on the field. The broken propeller was removed, and a new one, which was on hand for an emergency was put in its place. At 6 o'clock Captain Streett and Sergeant Henriques returned to town. They both retired early and were up for breakfast before 5 o'clock Tuesday morning. At 6 o'clock they left for the field on Sergeif island, arriving there within an hour.

Capt. Streett Makes Perfect Take-off

At 8:50 Captain Streett made a beautiful take-off, getting away without the slightest difficulty. Before noon word came over the wire that Captain Streett had passed over Juneau at 10:30, flying at a considerable height.

Planes Fly Over Juneau

While on their flight northward from Wrangell the flyers went a little out of their way to give the inhabitants of the Alaskan capital a few thrills. Lieutenant Ross Kirkpatrick, piloting Plane No. 4 flew over Juneau at 2:32 Monday.

He flew so low at one point that it looked as if he were going to land in the street near Goldstein's store. He dropped a gaily decorated package addressed to Governor Riggs. The package had been sent by the New York Times. An hour later Planes Nos. 2 and 3 flew over Juneau at a considerable height. At 3:38 Lieutenant Kirkpatrick was flying over the town of Skagway. From Skagway he seemed to follow the direction of the White Pass & Yukon railroad. Captain Streett, piloting Plane No. 1 flew over Juneau Tuesday forenoon.

It was the original plan to take the Governor's package to Nome and mail it to him from there, but after the invitation of Mayor Robertson to fly over Juneau was accepted, it was decided to drop the package while flying over the capital city.

Personnel of the Expedition

This is the personnel of the expedition:

Plane 1—Captain St. Clair Streett, pilot and commanding officer of the expedition; Sergeant Edmond Henriques, observer and mechanic.

Plane 2—First Lieutenant Clifford C. Nutt, second in command, pilot; Second Lieutenant Eric H. Nelson, engineering officer, pilot.

Plane 3—Second Lieutenant C. H. Crumrine, photographic officer, pilot and observer; Sergeant James Long, pilot, mechanic.

Plane 4—Second Lieutenant Ross Kirkpatrick, information officer and pilot; M. E. Sergeant Joseph E. English, mechanic and observer.

NOTES

All of the flyers but one have mothers living.

Four of the eight aviators are Southerners.

Two of the aviators are foreign born. Lieutenant Eric H. Nelson is a native of Sweden, and Sergeant Edmond Henriques is a native of Australia.

The aviators decided their mascot was a hoodoo. At Edmonton they gave away a bull pup that they had brought from New York.

In the flight from Hazelton to Wrangell the aviators flew over much virgin country which on account of its inaccessibility had never before been beheld by human eyes.

One of the aviators is an acquaintance of Miss Irene Sornberger, daughter of Wesley Sornberger of Wrangell. The young people were classmates at Columbia University.

Much of the time since leaving Saskatoon the flyers have had to rely entirely on their compasses, thus putting their ability as aerial navigators to a most thorough test.

The aviators are all young men. There is only one in the party over 27 years of age. The youngest is only 22. But determination and pluck are plainly indicated in the physiognomies of all of them.

It does not look as though an air mail service would be successful in the north if single planes were used for long flights. But with a system of relays it would be possible to send a letter to Seattle today and receive an answer tomorrow.

Mayor R. H. Robertson and Hon. Charles A. Garfield of Ju-

neau were in Wrangell a few minutes Monday evening. Upon learning that Captain Streett was in the city they called upon him at the Wrangell hotel to pay the respects.

The aviators took a number of important pictures while in flight over the inaccessible regions between Wrangell and Hazelton. Lieutenants Nelson and Nutt have had a special course of training at the Air Service School of Aerial Photography at Langley field near Hampton, Va.

Captain St. Clair Streett and Sergeants Henriques and Long saw service overseas during the war. Some of the other members of the expedition who are also excellent aviators were retained on this side during the war much against their own wishes, because their services were needed as instructors in aviation schools.

Very few people remained in town on Saturday afternoon, but those who did saw the plane first. The squadron passed over the "back channel" flying at an altitude of 6000 feet. The Wrangellites, viewing the planes from an angle, supposed they were flying low, and almost directly over Mt. Dewey.

Before leaving Hazelton Captain Streett decorated his plane with two small flags—one Canadian and one American. The American flag was lost in flight. W. Scott Simpson, Indian agent at Telegraph Creek, B. C., felt heir to the Canadian emblem and is very proud of being the possessor of the first Canadian flag that was ever brought across the Alaskan boundary in the air.

The aviators flew at an altitude of 10,000 feet part of the way from Hazelton, but greatest part of the distance between the two towns was covered at an altitude of 9000 feet. This was the highest flying done on the trip prior to reaching Wrangell. Most of the flying since leaving New York has been at an altitude of 5000 feet.

Captain Streett would make a good "Sourdough." When he finds he has ice fields and glaciers to cross he adopts the northern style of dress just as naturally as if he had always lived here. At Edmonton he bought a waterproofed coat having a fur collar and lined with lambskin with the wool not removed. At Wrangell he bought a pair of logger's rubber packs and a pair of socks that would weigh almost as much as an ordinary pair of shoes.

On Tuesday morning Captain Streett and Sergeant Henriques found that raspberries and cream were on their menu. When told that the raspberries were home grown and that there were quantities of the same luscious berries throughout the town. Capt. Streett said:

"When I was flying over the continuous chain of glaciers and snow fields between here and Hazelton I never dreamed that upon reaching Wrangell it would be my privilege to feast on home grown berries and cream. The rank growth of vegetation and the beautiful flowers here seem wonderful to me."

During the war Captain St. Clair Streett was a comrade of G. B. Lycan of Kalispell, Montana, who is a brother of

[Continued on Last Page]

BLUEBERRIES

By HELEN AHLQUIST

Betty had been picking blueberries since 5 o'clock that morning and with a great sigh of satisfaction as she noticed that the top of her pail was nicely rounded with berries on top at last started for the little red farmhouse where she had been boarding with "Grammy" and "Grampy" Robbins for the past two weeks. She existed in town over a ledger 48 weeks of the year and lived for the four she spent in the country each summer. She sang as she trudged along, with never a care in the world except getting back home in time for dinner.

She had gone about half way when she spied a bunch of mountain laurel by Atwood's ledge. She had often heard Grammy Robbins bewail its scarcity in their vicinity, so she carefully put her pail of berries under a clump of bushes which were near by and started off to get a bunch of it.

"They'll be perfectly safe there," she thought, "and I'll only be gone a minute anyway."

But she was gone over an hour and got back just in time to see a young man ruefully trying to gather up the contents of the pail. He had spilled every berry!

"You see," he started apologetically, "I—"

"Don't you dare to say another word," Betty interrupted rudely, "you—"

"I was just going to—" he continued valiantly with his explanation, only to be cut short again by Betty.

"I don't care what you were going to do. You spilled every one of my berries—every one of them," she added tragically. "You ought to be arrested for robbery, so there! I think you're a—you're a—" But she couldn't think of a word of sufficient expression to describe him, so he took advantage of her pause to finish his explanation.

"To sit down," he murmured contritely.

Betty gave him a look of withering scorn and started on her way again while he stood watching her repentantly.

"There isn't a thing I can do about it," he murmured hopelessly. "She's a regular little spitfire."

Betty was nearly home when she remembered that she had left her mountain laurel behind and went back to get it. When finally she reached the farm-house there sat the offender on the piazza comfortably chatting away with Grampy Robbins! Grammy saw her from the kitchen window and hurried out to introduce her to the new boarder, for, as she so often said, "Grampy will forget little things like that, you know."

Betty acknowledged the introduction frigidly and as frigidly excused herself. Grammy looked with a troubled expression from one to the other and then hastily followed Betty upstairs.

"Why, Honey, what's the matter? I never saw you in such a mood before. Mr. Moore is a friend of Will's, and I'm sure he couldn't be nicer! I was just going to ask you to show him around the farm."

"Oh, I couldn't do that," exclaimed Betty in horror, "I just couldn't. Why, he's the man that spilled my blueberries!"

Grammy was a most sympathetic person usually and she realized if she laughed at Betty's tragic statement that she'd never be forgiven. She hastily ran down stairs, shutting the door behind her, and then sat down and laughed till the tears rolled down her cheeks. She even took Grampy and Mr. Moore into her confidence and the three of them considered it a huge joke.

But they had figured without Betty. She didn't think it a joke, and for the whole week didn't say a word to Mr. Moore. She avoided him whenever she could, and when this was impossible, looked miles past him if they chanced to meet.

"Never you mind, Mr. Moore," Grammy consoled him, "she's stubborn as a mule, but she'll get over it; just you wait and see if she doesn't."

And that very same day Betty did "get over it." The Robbinses went shopping down the "square," and left Betty at home to get supper. Moore, leisurely reading in the hammock, could hear her singing as she worked, and regretted that such a small accident should keep them from being friends. "She's acting just like an eight-year-old," he thought, "and all she needs is a good spanking!" His thoughts were rudely interrupted, and quickly he ran to the kitchen.

"Oh, Grampy, Grampy, oh anybody," she cried, "the kitchen's on fire."

And sure enough—somehow or other the box of kindlings by the stove had caught, and was blazing merrily away, but the two of them put it out in a second. After the excitement was over, Betty bravely started to thank him, but she only stammered for a while, and then quite suddenly burst into tears.

"Oh, come now, please don't," urged poor Moore awkwardly, "really, you mustn't do that. You see," he added brightly, to cheer her up, "I'm glad it happened, because now we're going to be friends, real friends, aren't we? I never put much stock in Fate before, but I guess he's a pal of mine after all. Betty, you can't hold out against blueberries and Fate, can you? We've just got to be friends!"

And Betty, smiling up at him through her tears, agreed with him! (Copyright, 1919, McClure Newspaper Syndicate.)

WORDS OF WISE MEN

He who believes in nobody knows that he himself is not to be trusted.

Some men are like rusty needles; the best way to clean and brighten them is with work.

A gentleman is one whose courtesy is such that it commands courtesy in other people.

Between the great things that we cannot do and the small things we will not do the danger is that we shall do nothing.

Every person has two educations—one which he receives from others, and one more important, which he gives himself.

We should choose our friends thoughtfully, wisely, prayerfully, but when we have pledged our lives we should be faithful whatever the cost may be.

Each of us is bound to make the little circle in which he lives better and happier; each of us is bound to see that out of that small circle the widest good may flow.

The virtue of hopefulness, the invincible resolve to gaze at the bright side of things is a splendid asset in the life of nations or of individuals.

There is no royal road to reconstruction. The way is along the plain path of duties daily done without covetousness or greed, and that, with a better understanding of moral values, will lead to a truer conception of life.

We complacently fancy ourselves moral victors along many lines where there really has been no strong temptation to combat. With generations of clear brains, temperate habits and cool, clean blood behind us, we have never had personal battle with many vices against which others must wage fierce struggle.—Chicago Evening Post.

WORLD'S PROGRESS

Portable electric machinery has been invented to screen coal and load it in wagons.

The inventor of a pulley with depressions in its surface contends that belts will not slip when it is used.

Pennsylvania's mineral resources yielded an output valued at nearly two billion dollars last year.

A motion camera has been invented for taking portraits which are separated and mounted in book form, the appearance of motion being imparted as the pages of the book are turned rapidly.

STATISTICAL NOTES

United States has 60,000 retailers of confectionery.

Britain before the war had 100,000 retail dealers in candy.

Germany's war debt will exceed fifty billions of marks, without any indemnities.

Cleveland is said to have wasted 2,000,000 tons of coal in 1917 by inefficient methods of use.

American Presbyterians plan to raise in the next five years \$75,000,000 for reconstruction and social service.

MRS. SOLOMON, JR.

Know thou that it be far better to marry for money than to be married for it.

My daughter, here be wisdom in few words! Trust no widow, not even yourself if ever you become one.

It is ever to be desired that your neighbor speak well of you, yet in her heart does woman know conventional-ity to be a joy-snatcher.

A child, my daughter, giveth chase to the honey bee and getteth his punishment, speedily whereupon he doth keep away from bees in future, but silly woman pursueth man ever and forever.

NOT YET DISCOVERED

One man who knew all about farming.

A turkey that did not hide her eggs.

A living or sleeping room that does not need ventilation.

A set of teeth that never need examining.

A boy who didn't want to go in swimming a month before his mother said he could.

A lamb that was not liable to have worms or maggots during its first year in wool.

A rail fence that did not need attention frequently during the summer season.

A farmer who can succeed without studying books or papers on agriculture.

A farmer who got rich while contributing largely to the hotel-keeper's bank account.

Where Is Karl Horath?

Information is wanted of Karl Horath, miner, age 43, grey-blue eyes, light brown hair, medium size, last heard from while working on dam at Cushionberry ranch, Victorville, California, in 1911; soon after left for Alaska. Aged mother and sister will kindly thank for information. Anna Horath, Warwick, Orange county, New York.

(Advertisement)

FRATERNAL SOCIETIES

IMP'D ORDER OF REDMEN

Sukine Tribe No. 5
Meets every Tuesday evening in the Redmen's Hall at 7:30 o'clock.
Visiting brothers cordially invited.
Oscar Wickstrom, Sachem.
L. M. Churchill, C. of R.

ARCTIC BROTHERHOOD

Camp Wrangell, No. 28
Meets first and third Wednesdays in the month at 8 p. m. sharp, at Redmen's Lodge Rooms.
Visiting brothers cordially invited.
Thomas Dalgity, Arctic Chief.
L. M. Churchill, Secretary.

LOYAL ORDER OF MOOSE

Wrangell Lodge No. 866
Meets first and third Friday evenings in each month in Redmen's Hall at 7:30 o'clock.
Visiting Paps welcome.
L. E. Dalgity, Dictator.
J. W. Pritchett, Secretary.

Ed Grigwire's Barber Shop

Satisfaction Guaranteed

Agency for Wisconsin Outboard Motors

A few on hand for immediate delivery. Call and see them.

Wrangell Hotel Barber Shop

Barber
has turned over a new leaf, and he says for first class barber work can't be beat. Give him a call and you will leave his shop looking better and perfectly satisfied. Thanking you in advance, respectfully yours, B. FRANK, Barber.

Wrangell Restaurant

TOM FUJITA, Proprietor.

The Most Up-to-Date Place in Town

A place where you can always be sure of a good meal.
Cigars and Cigarettes.
Soda Water and numerous other kinds of soft drinks.

Marine Engine Agency

For heavy duty service
Wright Heavy Duty Engines
N. & S. Heavy Duty Engines
Vulcan Heavy Duty Engines
For medium duty
Scripps & Doman Marine Engines
The above engines have all stood the test of hard service.
SAMUEL CUNNINGHAM

Your Furs Made to Order

Best Work Guaranteed, Lowest Prices
Over 2000 Alaska Customers
R. W. DREW
Tacoma's Expert Furrier
Eleventh & Broadway, Tacoma, Wash

M. F. HOFSTAD

Staple and Fancy

Groceries

Fisherman's Supplies
Prompt Service Lowest Price

Our Hobby

Is Good Printing

Ask to see samples of our business cards, visiting cards, wedding

and other invitations, pamphlets, folders, letter heads, statements, shipping tags, envelopes, etc., constantly carried in stock for your accommodation.

Get our figures on that printing you have been thinking of.

New Type, Latest Style Faces

Dry Goods, Shoes and Clothing Groceries and Sundries

Fisherman's Supplies

And a Large Stock of Ship Chandlery and Pipe Fittings

A Tinsmith at Work. Let us figure on your Tanks for Gasoline or Water PLUMBING DONE

St. Michael Trading Co.

P. G. McCORMACK, Proprietor

PEARL OIL (KEROSENE)

for HEAT
STANDARD OIL COMPANY (CALIFORNIA)

Dr. S. C. SHURICK

Physician and Surgeon

Office in Wrangell Hotel

Shoe Repairing

Also Taxidermy

Work done. I have ladies furs made up in all styles. Call and see me opposite Drug Store. West Coast trade done promptly.
JOHN FANNING, Wrangell, Alaska

Wrangell Bakery

Harry Nakamota, Proprietor

Best Bread in Town

Pastries of All Kinds
Everything the Best

Raw Furs

BOUGHT AND SOLD

Walter C. Waters

Front Street, Wrangell, Alaska

I. C. BJORGE

Auto Transfer

Prompt Service
Reasonable Charge

WRANGELL DAIRY

Milk - Cream - Eggs

Leave orders at City Meat Market for Delivery

B. Y. GRANT

Billiard Hall

Furnished Rooms to rent

Butler Cafe

(Formerly Wright's Cafe)
Mrs. Tom Butler, Prop.
Craig, Alaska

Excellent Meals
Home Cooking
Furnished Rooms

Wrangell Steam Laundry

Good Work. Prompt Service
Cleaning and Pressing
A Specialty

City Meat Market

C. M. COULTER, Proprietor

Wholesale and Retail Dealer in

Fresh and Smoked Meats
Fish

None but the Best of Stock at Lowest Prices

Everything New, Clean, and First Class
Electric Lights and Steam Heat Throughout

Well Lighted Sample Rooms for Traveling Men

Wrangell Hotel

JOHN G. GRANT PROPRIETOR

First-Class Dining Room in Connection

Pool, Card And Billiard Tables
Courteous Treatment Always Assured

Willson & Sylvester Mill Company

INCORPORATED

Salmon Boxes, Rough and Finished Lumber
Cannery Orders a Specialty

WRANGELL, ALASKA

ST. ANN'S HOSPITAL JUNEAU, ALASKA

A modern institution for the care and treatment of medical, surgical and obstetrical cases. Open to all doctors. Prices, including trained nursing and medicines from \$3 to \$5 per day. Write or cable the Sister Superior for reservations.

CHAS. BENJAMIN

GROCERIES, HARDWARE, ETC.
FISHERMEN'S SUPPLIES

Regal Gas Engine Agency

An exception-high grade of **COAL** Now on hand ready for delivery

Now is a good time to lay in a winter supply of fuel

J. G. GRANT, Dealer

Wrangell Electric Light & Power Co.

Will supply you with

LIGHTS

ELECTRIC FIXTURES, LAMPS, SHADES, WIRE, SWITCHES, LAMP ADJUSTERS and BATTERIES

Why not try some of our NEW LAMPS in your home

GIVE US A TRIAL

O. C. Palmer, Owner & Manager

PACIFIC STEAMSHIP COMPANY
THE ADMIRAL LINE
 ST. MICHAELS TRADING CO. Agents. WRANGELL, ALASKA
SPOKANE CITY OF SEATTLE
 Leave Wrangell for Petersburg, Juneau, Douglas, Haines and Skagway
 Leave Wrangell for Ketchikan, Seattle, Tacoma and all Puget Sound Ports
CALIFORNIA ROUTE—Leave Seattle Mondays, Fridays and Saturdays for
 San Francisco, Los Angeles, and San Diego.
 San Francisco to Los Angeles daily except Sunday.
 San Francisco to San Diego Mondays, Thursdays and Saturdays.

FOR PRINCE RUPERT, VANCOUVER, SEATTLE
Southbound from Wrangell
Princess Alice
 Aug. 27
Princess Mary
 Aug. 23, Aug. 6, 20, Sept. 3
Particulars and Reservations From
 William Patterson, Agent, Wrangell, Alaska
 R. F. Richardson, General Agent, Juneau

Mail Boat
Princess Pat
 WALTER C. WATERS, Master
 Leaves Wrangell every Friday morning
 calling at all ports on the West Coast
 of Prince of Wales Island

Stikine River Service
Hazel B No. 4
Weekly Trips Between
Wrangell and Telegraph Creek
Passenger, Mail and Freight Service
Barrington Transportation Co.

H. FERGUSON, Plumber
Dealer in Plumbing Supplies, Pipe Fittings
 All Kinds of Sheet Metal Work
 Gas Tanks Made to Order

Save Money On Your Magazines

On May 1st, 1920, the subscription price of Modern Priscilla was increased to \$1.75 for one year. Following are some of the new Priscilla clubs, each one a good bargain.

MODERN PRISCILLA	Bargain Price
With McClure's Magazine.....	\$4.00
" McClure's and McCall's.....	5.00
" McCall's Magazine.....	2.60
" McCall's and People's Home Journal.....	3.75
" McCall's and Today's Housewife.....	3.50
" McCall's and Pictorial Review.....	5.60
" McCall's and Woman's Home Companion or Delineator.....	4.60
" McCall's and Woman's World.....	2.75
" McCall's and Youth's Companion.....	4.75
" Metropolitan.....	3.75
" People's Home Journal.....	2.60
" Today's Housewife.....	2.25
" Woman's World.....	2.00
" Youth's Companion (52 issues).....	3.75
" Woman's Home Companion.....	3.60
" American Magazine.....	4.10
" Collier's Weekly.....	4.10
" Illustrated World.....	3.25
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Robert M. Edmunson
 Wrangell, Alaska

AIRPLANE NAVIGATION AFFECTED BY WEATHER

LONDON—(By R. Brenard, F. R. M. S., Meteorologist.)—It is impossible to think of commercial aviation without simultaneously thinking of weather, and yet it is not generally recognized how great a part the weather really plays. Machines and pilots have reached such a state of perfection that flying is possible in almost any type of weather, and it is this fact that has made commercial aviation a paying proposition.

The above statement will naturally bring forth the query: "But what about the Atlantic flight?"

Competitors in this flight were held up for weeks on account of weather, but it was not their inability to fly through bad weather that prevented them from starting; it was the uncertainty of what they were to encounter, and the narrow margin of fuel capacity if adverse conditions should be met. Hawker started against the weather reports and he flew through bad weather, but his failure was due to mechanical breakdown. Alcock accomplished the journey and encountered nearly every conceivable type of bad weather. The R-34 did her journey irrespective of weather, but carried a meteorologist who was in wireless communication with the weather bureau, and would inform her captain what to expect and how to avoid the worst weather.

The NC-4 was in a different category; she had emergency bases at short intervals, but was held up at the Azores and Lisbon on account of weather.

All these pioneer flights appear to be in direct opposition to my first statement, but I maintain that given accurate weather information most of these delays would not have occurred, and I have mentioned them to illustrate what the chief use of meteorology in aviation will be.

A pilot, given a good machine, can and will fly in almost any weather if he knows beforehand what sort of conditions he is going to encounter and where. "Forewarned is forearmed." Difficulties lose half their terror if they are squarely boarded and understood. A patch of bad weather has no terrors for an experienced pilot if he knows its extent and where the worst part is. Without the forewarning a pilot encountering unexpected bad weather naturally would turn back or land at the nearest point. He is up against the unknown, he does not know if conditions will get worse as he proceeds, but if he knows of this patch of bad weather, is anticipating it, knows where the worst is and how bad it is, then his problem is settled for him before starting.

There are practically only three weather conditions that will prevent a flight on an organized route, where proper weather knowledge is available—fog, snowstorms and gales. With regard to fog, this is generally of local occurrence, and, except on the sea coasts and the Great Lakes, does not cover any great area, or persist for any length of time. There, again, a knowledge of its actual extent and when it is liable to lift will often make for the accomplishment of a flight that would otherwise be postponed.

Snowstorms are difficult to place. It is very nearly impossible to say where and when a snowstorm will begin and what area it will cover, but snowstorms of long duration are not frequent, and they would only lead to a temporary postponement of the time of starting and would not stop the service. It would take a very severe gale to stop a modern high-speed airplane from

flying; in most cases it would merely increase the speed of the machine flying with the wind, and decrease it if the machine were flying in the opposite direction. Gales that would actually suspend flying are too few to make any appreciable percentage reduction in the reliability of an aerial service.

Low clouds and rain affect the visibility, but not to anything like the same extent as fog, and, given a correct knowledge of the height and extent of the clouds, will not materially interfere with the flight of an airplane.

The above conclusions are in direct opposition to the views usually held, and have been arrived at by the actual performances achieved in the London-Paris service that is now being run by A. T. & T., Ltd. On this service the organization is as perfect as it is possible at the present to make it, and the weather information that is placed at the disposal of the pilots to a great extent mitigates the disadvantages of bad weather. Hourly reports are received from six stations on the route, giving particulars as to the wind direction and force, the height of the clouds, the visibility and the general state of the weather. In addition, the bad weather areas are hearted and their movements carefully followed, and soundings of the winds in the upper air are obtained, the whole forming a chain of information that has enabled the pilots to maintain a service practically unbroken.

Up to the present, on only one day has the service been interrupted, when there was a gale, which at times was over 100 miles per hour, a force unknown for the last 40 years on that route, and, even in this, the machine flying with the gale accomplished its journey.

This record has been established over a route which is noted for having the most variable of weather conditions and where it is no uncommon occurrence for the steamship sailings to be held up or considerably delayed on account of adverse weather.

Canada, with its vast inland regions and Great Lakes, experiences every type of weather, with the possible exception of the tropical type, but its chief interest, from an aviation standpoint, is the occurrence of fog, snowstorms and gales.

There are vast stretches of country where fog is practically unknown and it is only on the coast and in the region of the Great Lakes that it enters into consideration at all. On the Great Lakes and the seaboard, where the great commercial centers are situated, fog will be the greatest enemy to punctuality that will have to be faced, but it can, to a great extent, be overcome by an efficient meteorological service. Given the knowledge of the area over which the fog is prevalent, and knowing to what height above ground it extends, a pilot can climb above such fog, proceed towards his destination, and, steering by compass, pass over the fog area, pick up his bearings, and proceed on his journey in the ordinary way. Given an adequate organization, the weather expert can supply him with this data, and also particulars of the speed and direction of the wind above the fog to enable him to estimate accurately his drift and keep to his course.

It is so very rarely that fog persists over the whole of a reasonable aerial stage that the possibility of the airplane not passing the boundary of the fog need not enter into calculation. In the case of a machine flying into fog, the knowledge of its existence, combined with an adequate ground organization and method of marking the landing ground by captive balloons, will enable a journey to be completed in all but the thickest of fogs.

With regard to snowstorms, it is the bad visibility, combined with the necessity of flying at a low level, that make this detrimental to aviation, and the only help the meteorologist can give in these cases is to issue adequate warnings of their approach, duration and probable extent. They rarely last for any considerable length of time in districts where inaugural services are likely to be run, and as the science of meteorology in common with that of aviation is making rapid strides there is no doubt that when the time arrives to start aerial services in the stormier districts some means will have been devised to cope with adverse weather conditions.

There already exists in Canada an extensive government weather organization, which collects data from over 300 stations in the Dominion, and the Central Observatory at Toronto receives telegraphic reports twice daily from nearly 50 observation stations, in addition to reports from the United States observatories. These reports will, no doubt, be operating aerial services, and would serve as a nucleus for the formation of a meteorological department.

F. MATHESON

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Entered as second-class matter at the Wrangell, Alaska, post office, under Act of Congress of March 3, 1878.

A notable party of big game hunters arrived on the Princess Mary Tuesday morning and left on the Hazel B No. 4 Wednesday morning for Telegraph Creek, from which point they will go by pack horses to the hunting grounds. In the party were: Mr. and Mrs. Brandies, New York City; Dr. W. C. Hobdy, Honolulu; S. S. Gates, Philadelphia; A. S. Dreier and George O. Beckley, Honolulu; Charles G. Curtis, New York; J. M. Davidson, Seattle; H. E. Garber, Philadelphia; Lansing C. Holden, Jr., New York; H. Russell Drowne, Jr., New York; R. E. Hollett, Detroit; Emory W. Clark, Detroit.

United States Marshal J. M. Tanner was aboard the City of Seattle Tuesday evening en route to Ketchikan on official business.

FOR SALE—Flat bottom boat, 30x11½, cabin 12x9, powered with 18 h. p. Loew Victor 4 cycle 3 cylinder engine. Inquire Sentinel.

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First Planes From States Arrive in Alaska Saturday

Continued from Page One

Mrs. H. L. Rowley of Wrangell. The two young men enlisted at the same time—went overseas together—were together in Colblenz, Germany, and returned home together.

Saturday was not the first time that Sergief Island has come into prominence in the history of the North. During the days of the Cassiar stampede, hundreds of men were camped there, preparatory to going up the Stikine River. Later, during the early Klondike rush, hundreds arrived at the island. Many of the latter party came to grief in the interior.

It is unfortunate that some of the press agencies got the wrong impression and gave out the report that the flyers would be in Alaska within three days after leaving New York. It is understood that the War Department calculated that it would take 45 days to make the round trip. This is a pioneer scouting expedition in which the government is concerned in blazing a trail, with no thought of a speed record.

The air squadron for this special international transcontinental flight consists of four De-Haviland 4-B Liberty airplanes. The four planes are not quite uniform in weight, but the average weight is about 4450 pounds.

The Liberty motors used are 420 horsepower and are equipped with an intake manifold stack.

In order to minimize the danger from fire, in case of a back fire from any of the cylinders which might ignite the gasoline in the carburetor, the intake stack affords an outlet over the top of the engine for the flame and prevents loose gasoline deposited on the engine from catching fire.

The Yak in the North

The shipment through Dawson within the last few days of two yak for the experimental farm in Fairbanks attracts attention to important possibilities in way of expanding the livestock assets of the North. These hardy animals thrive in other cold countries, and it is altogether likely they will prove a success in the dry, cold regions of interior Alaska and Yukon.

This region already has some animals of domestic breed and some which are native which are of great value in the sustenance of the people of the country, but the greater variety, the greater the possibility of reducing costs and increasing the general range of service to the inhabitants of the realm. It may be found that the yak is so well adapted to this region that it can be made to multiply and become of more than local benefit to the region.

The yak is a native of the high, cold regions of Tibet, where it has been domesticated and has become of great economic importance. It is used as a beast of burden, makes excellent beef, and yields rich milk and butter, while its long, silky hair is woven into many fabrics, and the hides, bones, tallow and other portions afford a number of valuable by-products.

The United States Government deserves much credit for importing the yak from such long distances and at such great cost. The animal, being inured to the cold regions, likely will prove a success.

The yak promises such general returns in case of success that the Dominion government will be fully warranted in making a similar experiment in Yukon.

This territory annually sends out tens of thousands of dollars for beef, dairy and other products which the yak, if proved adaptable here, might help to keep in this country, and thus help hasten the development of the Northland and its mineral yield and the general prosperity of the nation.—News.

Of Local Interest

Mrs. J. H. Wheeler is in Petersburg this week.

A. J. Millison of the local cable office left Friday for Haines.

Pete Hamlin of Telegraph Creek was in town this week.

W. W. Kirk of Telegraph Creek was a southbound passenger on the City of Seattle Tuesday.

Miss Annie Loftus took passage to Ketchikan on the City of Seattle Tuesday evening.

Mrs. Ludwig Berg returned on the City of Seattle Friday from a short visit to Ketchikan.

H. R. Raffelson, formerly of Sulzer, was a business visitor to Wrangell the first of the week.

Otto Vieweg, machinist during the past year for the Wrangell Machine Shop has severed his connection with the shop and is now working independently. Adv.

Work is soon to begin on a two-story addition to the Heckman store at Ketchikan. The addition will be built of concrete and cost \$75,000.

Miss Ruth Totten who has been visiting her aunt, Mrs. J. H. Wheeler, left on the City of Seattle Tuesday for her home in Portland.

G. A. Clothier, district mining engineer arrived from Prince Rupert Tuesday and left Wednesday on a trip up the Stikine.

Dan Fraser arrived from the South on the Princess Mary Tuesday and left Wednesday morning on the Hazel B No. 4 for his home at Telegraph Creek.

Walter S. Simpson, Dominion telegraph operator, was in Wrangell the first of the week to see the airplanes. He returned to Telegraph Creek yesterday on the Hazel B No. 4.

H. J. Phillips of Bellingham arrived on the City of Seattle Friday and remained here visiting friends until Tuesday night when he left for his home on the same steamer which had brought him north.

Gordon C. Mitchell arrived in Wrangell Friday in company with his brother-in-law, G. L. Colman. They remained here until Wednesday evening when they took passage to Douglas on the Jefferson. Mr. Mitchell was last year a member of the faculty of the Wrangell public schools. This year he will be superintendent of the Douglas schools.

Mr. Rowley will give the address at St. Philip's Church Sunday evening at 7:30 p. m. The subject will be "Self Sacrifice." This address has been delivered in one of the large churches in Seattle, and is looked forward to with much interest here.

Dan McCormack, a brother of Hon. P. C. McCormack, and father of Leo and Harry McCormack, arrived from Kentville, Nova Scotia, on the Princess Mary Tuesday morning for a visit with relatives here. Mr. McCormack holds a position as superintendent of the Western Union Telegraph company in Nova Scotia. This is his first visit to the Pacific Coast and the North.

W. D. McLeod, a well known pioneer of Southeastern Alaska, passed away at Craig Monday morning. Details of his death are lacking. Mr. McLeod recently removed from Sulzer to Craig where he accepted the appointment as United States Commissioner. He had been ill for several weeks previous to his death. He was the father of Mrs. Winifred Wood of Craig. A widow also survives him.

Planes Nos. 2 and 4 Reach Dawson

Owing to the cable being out of commission between Wrangell and Skagway messages can be received only by a most roundabout way. Planes Nos. 2 and 4 have been reported at Dawson.

LATER

Plane No. 3 blew a tire in attempting to take off at Whitehorse, and is being repaired today. Planes Nos. 3 and 1 expect to take off from Whitehorse early Friday morning.

Miss Marguerite Uhler was a visitor to Ketchikan this week.

Albert Dubke was fined \$10 and costs Saturday morning for drunkenness.

T. H. Burns, superintendent for the Vermont Marble company at Tokeen, was a visitor to Wrangell this week.

Father Shepard of Ketchikan arrived on the Jefferson Wednesday night for a ten days' visit in Wrangell.

W. Scott Simpson, Canadian Indian agent at Telegraph Creek, arrived in Wrangell the first of the week on the Hazel B No. 4. Mr. Simpson is en route to Atlin via Skagway.

WANTED—To buy second hand bath room equipment. Inquire at Sentinel office.

Walter W. Kirk of Telegraph Creek took passage southbound on the City of Seattle Tuesday.

W. D. Grant arrived from Brownsville, Wash., on the City of Seattle Friday. He will remain here two or three months.

WANTED—To buy second hand bathroom equipment. Inquire Sentinel office.

Otto Vieweg, machinist, is at your service at all times.

Captain George W. Pendelton arrived on the Hazel B No. 4 Monday from his property on McDames creek. He left on the City of Seattle Tuesday night for Seattle where he goes on a business trip and also for medical attention, as he has been suffering from rheumatism. Captain Pendelton stated while here that if possible he would come north again before the close of navigation on the Stikine; otherwise he will go in by dog team in January or February. During the past season Captain Pendelton has built a road and a bridge and laid in a big supply of wood.

Catholic Church

Sunday, Mass—10 a. m.

Vespers—7 p. m.

Week Day mass—7:30 a. m. for next eight days.

Charles M. Binkley has sold his residence property on McKinnon avenue to George Bidwell. Mr. Binkley's family will move into the Wallace bungalow next to Arnt Sorset.

For sale—New dining room furniture. See J. A. Berg.

George R. Goshaw, the Alaskan fur buyer, sailed from Seattle to Nome on the Victoria. He will spend time in Siberia, and journey through Alaska by dog team this winter.

Donald Stevenson, formerly of the forest service in Montana, but now on the staff of the United States biological survey, will go to the Aleutian Islands to help promote sheep raising there, making his headquarters at Unalaska.

Fox Farmer Goes To States With \$40,000 in Pelts

A. B. Somerville is Half Owner of Profitable Business on Aleutians, 800 Miles From the Nearest Postoffice.

SEATTLE—More than \$40,000 for a season's work.

That is why Captain A. B. Somerville, once a mariner in Alaskan waters and now half-owner of one of Alaska's most prosperous fur farms, is in Seattle ready to start on his annual tour of the States. He arrived last week and with him came an assortment of more than 200 blue, white and silver gray fox skins. And when the veteran mariner returns to Alaska late this year he will probably be minus his skins but richer by more than \$40,000.

The Alaska fur farm was first started by the Russians. During the Russian occupancy of Alaska the Arctic fox was found on the mainland of Northern Alaska and specimens were taken to various islands for propagation. That explains the origin of the valuable blue fox, of which Captain Somerville has 200 skins, each valued at \$200. The blue fox was originally the Arctic white fox which, brought to the warmer climate of Southern Alaska, turned a soft blue color.

The white fox in the Arctic has a slight blue tinge to its fur in summer, but turns a deeper blue when brought to a warmer climate.

"It's the continual fog belt around the Aleutian Islands that makes the fur of the blue fox of such high quality," explained Captain Somerville, who maintains headquarters at Attu island, the farthest island of the Aleutian group. His nearest postoffice is at Unalaska, 800 miles distant, and this is the distance he must travel to mail a letter.

Five islands near Attu were stocked with foxes eight years ago from animals originally placed on Attu Island by the Russians. From this group of fewer than 50 foxes on the five islands eight years ago, Captain Somerville and J. W. Walker, his partner, now realize a fortune every year.

"It is impossible to estimate the number of foxes on the five islands, for the animals are very timid and never in sight," said Captain Somerville. "From November to March each year we send natives to the islands to trap the foxes, whose pelts I collect in our 50-ton schooner Emma."

The collecting of skins is a hazardous task, for it means a 400-mile journey in the schooner during the bad weather period. A few years ago Captain Somerville, while making his rounds among the fox islands, was shipwrecked, and was rescued by the revenue cutter Tahoma.

Captain Somerville is experimenting in breeding the black fox, the most valuable of its kind, the best skins of which command as high as \$2,500. These experiments have been under way during the past three years and favorable results are expected shortly. Captain Somerville is renewing friendships at the Arlington Hotel and leaves soon for St. Louis, where he will dispose of his furs at the fur auction sale to be held there in October.—Post-Intelligencer.

FOR SALE—125 h.p. 4-cylinder opposed water cooled airplane engine. Inquire Sentinel office.

7-29-tf

C. G. Conn cornet and also 5x7 camera for sale. Inquire Sentinel office.

8-12

Fred Patching of Ketchikan was drowned last Sunday morning while on a fishing trip near Loring. A defective oarlock was responsible for the accident.